CITY INTELLIGENCE.

[FOR ADDITIONAL LOCAL ITEMS SER OUTsIDE PAGES.]

THE MEAD STREET WHARP DISASTER .-Coroner Daniels, with a jury of experts, made Coroner Daniels, with a jury of experts, made an inquest on Saturday into the case of the late cave-in of the bridge over the slate of the long dock of the Messrs. S & W. Weish. Unfortunately, the Messrs. Weish had not themselves been subponned, and feeling that their presence would be an indelicacy under the circumstance.

comstances, they were not present.

Jehn Lownsbury, bridge builder, who constructed the wharf, testified that in his opinion three onter piles gave way. One hundred and one feet of the wharf was constructed on piles; there were twenty-six rows, sixteen in a row, cxcept at the inner and outer end of the sluice, where they were double; the wharf was built in a substantial manner, according to Chief Engineer Knesss' specifications; the current cut through the sluice and through the piles, carrying them away; he thought it was in a safe con-dition to receive a heavy load; on the day of the accident he and his son were sent for to see about a portion of the whart settling, and an examination was to have been made next day; he attributed the settling to a teak.

Franklin Ayre testified to driving the piles at

hard bottom, and to driving them well; called a tew days ago to examine the piles, but the police would not let him see them, notwith-standing that he told tuem who he was and why he wanted to see the piles; it was to his interest to do his work well, and he did so on

this occasion.

To a Juror-I brought all the piles to hard bottom before I stopped driving them; there was twelve or fifteen feet of mud, and when started the piles they went eighteen inches at a blow, and towards the last they did not go more than one inch; I put rings on the piles, and drove

William Douglas deposed that he was mate of the barque Czarina, and knew nothing of the cause of the wharf caving in; a watchman spoke of the necessity of repairing it, as it had settled on the south side, and he had to stop discharging cargo, as the sugar could not be put where it had rained; he saw Captain Merryman come along and stop at the place where it settled; he went ashore to talk with the captain. and before he reached him he saw the wharf settle and the captain disappear, and hogsheads tumbling every way; he did not consider the wharf unsaie at the time; the watchman said that there was a leak, but whether he meant the earth had washed away, or a leak through the platform, he did not knew; all the planks that had come up to the surface were whole and not broken; be could not tell whether it settled at the sluice or inside of it. Mr. Welsh said the sluice was 18 feet wide, and if that was the case it must have given way at the piling; the watch-man said the sluice was 25 leet, but witness looked at the timber that covered it, and it was only 25 feet long; he had seen one of the piles that came up, and it had a point to it, but the pile was broken; some of the piles could be seen at low water, and they leaned; the wharf did not settle from the time the watchman spoke to him until it fell.

Jacob West deposed that he was coopering sugar on the wharf, and saw the wharf giving way, and started to run, but iell into a hole; the earth scattered over him, and he saw a cask coming down and shoved himself away from it: the cask struck Mr. Porter, who was in the same hole with him, and carried him down; there were about 180 hogsheads on the wharf, and he considered the whart safe when he was work-

ing there. William S. Porter testified that he was coopering on the wharf, when the ground broke along-side of him, and he ran and fell down a hole, when the dirt fell into the sluice; he tried to grab Mr. West's leg, when a hogshead fell and broke his shoulder-blade; he never heard that the whart was weak, or wanted repairing, and he had been working there for three or four

months.

To a Juror-Never took notice of any part of the wharr having settled; saw the leak in the corner, and thought one cart load of dirt would have filled it up.

Christian Lownsbury deposed that he was one of the contractors that built the wharf. On the day of the accident Mr. Weish wrote him a note, and he went down and saw a place had settled on the south side, and concluded the dirt had washed out from under the platform. He intended to examine it the next day, but felt as safe there as he did in the room. His opinion was that three or four outer rows of piles had been cut under by the current, which started them from the bottom, and the whole thing went. The current was very strong at the sluice, the inde setting up and down very swiftly. Some eight or ten piles in the thirty feet water had started from their bottoms, and the dirt washed out. He believed Strickland Kneass gave the plan, and he built the whart from the plan. He sounded for the solid pier, and not so much for the piles, as there was no necessity for it. The piles were out rather far-ther than they should have been, but he constdered them safe. He had talked to his brother about this. Additional materials had been put in the wharf beyond the plan, and everything was done to strengthen it. The entire length o the wharf, new and old, was three hundred and sixteen teet. In all wharves there was a leakage perceptible, and he did not consider the leakage he saw that morning of any importance.

To a Juror—The piles were driven down four or five feet into the hard gravel, which appeared to be the bed of the river; he thought that when a pier was put outside, it threw the current through the lines with the current through the sluice with great force; when the outside piles were driven they only went through about a foot of mud, and they were driven as far as they could be driven; it was no interest to him not to drive them, as he employed Mr. Ayre with a steam pile-driver, and he hammered away at them until told to stop; Mr. Welsh stated there was a little settling of the wharf when he sent for him; there was no hole, but the place had only settled a foot or fifteen inches, and he did not think there was danger, or he would not have walked about it for a half nour; the watchman called his atten-tion to a little crack in the wharf, and he told him that came from the settling; the tide would not permit an examination under the wharf at the time he was there, and the tide would have permitted a boat to go through the sluice next

Job Archer testified to driving the two outside rows of which were broken down. The piles were forty-five or fifty feet long, and they driven as far into the ground as they could be got-about five or six feet deep. The solid pier outside caused a heavy current to run through the sluice. He fall satisfied that the piles would not settle from any weight placed on them, and had no idea they would be washed away by the water. Some of the piles jumped up after they had been struck five or six blows; but when h was done driving them they staid there until the contractor cut them off.

Mr. Baisley testified that he helped to build the wharl, and he believed the workmanship was as good as could be done; the piles were clamped, capped, and screw-boited as strongly as they could be; the pile referred to by the mate was not a whole pile, but half a one, where it had broken off; he had examined the piles now standing, and they appeared to be all good; scane of the outside piles were shored in a direc-tion down the river; about four or five of the piles gave way; his opinion was that there was too much still-work-that is, too much water, thus requiring the length of the piles to be very

To a Juror-A ten feet pile would come down as quick as a thirty feet one if undermined; he believed the piles had been undermined; he could not pull a skill through the sluice, but thought he could pull it against any current in

the river.

Mr. White testified to the wharf having been constructed in a good substantial manner; capped the outer piles, and they appeared to be firm; he had not seen the wharf since it

gave way. Daniel Barnes testified that he was working on the wharf at the time of the disaster, and never gave the condition of the wharf a thought. He took notice of the sinking of the place, be-cause they could not put sugar there because of water having got in it. The watchman whened the place had been filled, but did not express any fear of its salety.

Mr. R. Thomas testified to being the chief clerk of S. & W. Welsb. He was on the wharf at 10 o'clock, and the watchman, who was un fortunately drowned, called his attention to a hole tilled with water by the rain, and asked if he should fill it up. He said no, he would speak to them at the office, and he mentioned it to Mr. Osgood Welsh, who examined it and said he did not think it much, but to make things are Mr. Lownsbury had better be sent for; and a note was written to him. The next day the hole was no larger, but there was more water. That afternoon he met Mr. Lowasbury on the wher, and he said he would examine the sluice the next day. Something called him to the office, and he did not continue on the wharf. Shortly afterwards he heard the wharf had gone down. Mr. Kneass, the Chief Engineer and Surveyor, drew the plans of the wharf. The Messrs. Welsh loosed for a contractor, and Mr. Kneass recommended Messrs, Lownsbury. The Port Wardens, with Mr. Kneass, fixed the lines, and the latter superintended the building of the and the latter superintended the building of the wharf. The specifications are drawn that the wharf should be subject to the inspection and approval of Mr. Kneass. It was his belief that the Wardens would not allow a wharf to be built without a sluice. He did not like to put his opinion against the Wardens, but he could not retrain from saying that he did not believe in sluices. The Messrs. Welsh are very particular about details, and great care was exercised lar about details, and great care was exercised that the wharf should be properly constructed, and to this end Mr. Knea.s was employed to superintend it. He reported the water in the hole, because of the particularity as to details, None of the firm were present, because they did not desire to intrude themselves upon the jury, not having been subpossed. It the jury desired to hear them, they would cheerfully appear before them. Adjourned to 12 o'clock Tuesday.

RESCUED FROM DROWNING BY A PHILADEL-FRIAN. - An excursionist went into bathe at Atantic City and was soon carried beyond the breakers. Being a very large man, he floated without difficulty, and was supposed by those who saw him to be supported by a life-pre-server. In a few moments it became evident that the man was perfectly helpless and drowning. An excited crowd gathered upon the beach. How to reach the doomed man was the question; no boat could be obtained; a line procured became entangled, when suddenly a gentleman rushed into the breakers, regardless of danger; with steady stroke he swam directly to the drowning man, and, reaching him, found that he was sinking. With admirable presence of mind the swimmer turned the almost drowned man's head and body towards the shore, and then depressing his knees below the water, de-liberately swam to the beach, pushing the body before him. As the insensible man approached the breakers, his friends formed a line, received his body, and then, by the vigorous application of the usual means, restored him to conscious-ness. The name of the bold, brave man who thus, at the peril of his own life, rescued a fellow-being, was Mr. Thomas Taylor, of Philadel-phia. Noble deeds deserve honorable notice, and we therefore publish the name of this gentleman.

FIRE ZOUAVES .- There seems to be a fair prospect of the formation of a regiment of Fire Zouaves, to be commanded by Colonel D. W. C. Baxter. One company has been formed, and has drills every week at the City Arsenal. Other companies are in process of formation out of the different fire companies. The first company was organized under the auspices of the Empire Hook and Ladder Company, and the uniform adopted is the Zouave pattern jacket of dark blue cloth, trimmed with gold colored silk braid, with silver belt, buttons in front, and pantaloons of bright red cloth, wide in the leg, drawn tight at the ankles. The head gear is a cap, with fire badge, surmounted with a horsehair pompoon. A parade of the Zouaves will take place on the 17th of September, the anniversary of the battle of Antietam.

SUNDAY SCHOOL GATHERING .- Yesterday afternoon Bethune Hall, at Twelfth street and Montgomery avenue, was filled with the triends of the Sunday Schools belonging to the new Reformed Dutch Church lately started at that place, and under the care of the Rev. P. S. Tal-Addresses were made by Isaac Baker, mage. Esq., Professor Huntly, Henry A. Bower, and Mr. Jaggers. It was stated that the names of about one hundred scholars have been placed on the roll within the last five weeks. The ex-ercises were concluded by the benediction by Rev. Mr. Dushong, of Birmingham, Connecticut.

FINES AND PENALTIES .- The following named Aldermen have paid to the City Treasurer the fines and penalties received by them during the month of July:—William S. Toland, \$42; A. H. Shoemaker, \$41.50; Louis Godbou, \$42; Andrew Morrow, \$67; Charles E. Pancoast, \$112; Wm. R. Hines, \$43; E. S. Fitch, \$30.25; Thomas T. Holme, \$32; J. Massey, \$61; James Allen, \$25 making a total of \$495 75.

ATTEMPTED SUICIDE. -On Saturday evening, a man named Edward Wood attempted to commit suicide at his residence. Seventeenth and Carver streets, by cutting his throat with a razor. His wife fortunately caught him in the act, and succeeded in getting the razor from him before he had inflicted a mortal wound. He was taken to the Pennsylvania Hospital.

Accident.—Charles Hill, aged eight years, was accidently shot and killed while playing with a pistol, on Saturday, at the residence of J. M. Flankan, at Chesnut Hill. The Coroner was sent for to hold an inquest. The parents of the boy reside in Baltimore.

RATHER UNPLEASANT .- A man named Edward Rosster was caught, on Saturday, in a belt attached to machinery in a mill at Broad and Vine streets. He was rescued after being acerated about the head, and taken to the Pennsylvania Hospital.

The Power of Prayer.

The Bible account of the power of prayer is the best we have or can have. Jacob prays-the Angel is conquered; Esau's evenge is changed to fraternal love. Joseph prays-he is delivered from the prison f Egypt. Moses prays-Amalek is discomfited; Israel

triumphs. Joshua prays -- the sun stands still; victory is David prays-Ahitophel goes out and hangs

Asa prays—Israel gains a glorious victory, Jehosophat prays—God turns away His angel and smiles. Elijah prays-the little cloud appears; the rain descends upon the earth. Elisha prays—the waters of the Jordan are divided; a child is restored to life, Isaiah prays-one hundred eighty and four

thousand Assyrians are dead. Hezekiah prays—the sun dial is turned back; his time is prolonged. Mordecai prays-Haman is hanged; Israel is

Nehemiah prays-the King's heart is softened Ezra prays-the walls of Jerusalem begin to The Church prays-the Holy Ghost is poured

The Church prays again-Peter is delivered by an Angel.
Paul and Silas pray—the prison shakes; the door opens; every man's hands are loosed.

House Taxes. — The number of houses assessed last year in Middlesex (London) was 189,886, on which duty was paid to the amount of £404,412, while the whole produce of the tax was only £987,819. But Middlesex is not the whole of London. By virtue of her position, East Surrey pays £81,660-more by some hundreds of pounds than is contributed by Lancashire, with Liverpool, Manchester, and its cluster of manufacturing boroughs.

VI L. I. I A M S. G R A N T, COMMISSION MERCHANT, No. 23 S. DELAWARE Avenue, Philadelphia, AGENT FOR Dupont's Guspowder: Refined Nitre, Charcoal, Ett. W. Baker & Co.'s Chocolate, Cocoa, and Broms. Crocker Bros. & Co.'s Yellow Metal Sheathful Bolts, and Natio. 1246

MARINE TELEGRAPH.

For additional Marine News see First Page, ALMANAC FOR PHILADELPHIA-THE DAY.

PHILADELPHIA BOARD OF TRADE, WILLIAM C. KENT.
THOMAS F. ASSIMEAD,
CHARLES WHEELER,

MONTHLY COMMITTEE

MOVEMENTS OF OCEAN SPEAMERS. July 27 July 27 July 80

Tripoil. Liverpool, New York July 30
FOR EUROPE.
Persis. New York Liverpool. Aug. 7
Bremen. New York Bremen. Aug. 8
C. of Baltimore New York Liverpool. Aug. 10
England. New York Liverpool. Aug. 10
England. New York Glasgow. Aug. 10
EL LSUFERL. New York Havre. Aug. 10
EL LSUFERL. New York Bremen. Aug. 10
Eagle. New York Bremen. Aug. 10
Eagle. New York Havana Aug. 10
Eagle. New York Havana Aug. 11
Pioneer. Philada. Wilmington. Aug. 15
S. America. New York. Rio Janeiro. Aug. 15
S. America. New York. Rio Janeiro. Aug. 22
Mails are forwarded by every steamer in the regular lines. The steamers for or from Laverpool can at Jondonderry. The steamers for or from the Continent call at Eouthampton.

CLEARED SATURDAY. Steamship Saxon, Matthews, Boston, H. Winsor&Co, Brig E. P. Stewart, Holland, Baroados, J. R. Rue & Erig Eivie Allen, Allen, Cork for orders, C. C. Van Brig Caroline Eddy, Smith, Salem, Warren, Gregg &

Brig Caroline Eddy, Smith, Saiem, Warren, Greg & Morris,
Schr T. Roez, Somers, Boston, L. Audenreid & Co.
Schr W. Capes, Haker, Boston,
Schr Hattle Russ, Ulrick, Portland,
Schr M. E. Coyne, Facemire, Portsmouth, Castner,
Stickney & Wellington
Schi Lucie B. Ives, Bowditch, Norwich,
Schr J. C. Henry, Dilks, Lynn,
Schr Lucie B. Ives, Bowditch, Norwich,
Schr W. P. Phillips, Somers, Boston,
Schr C. and C. Brooks, Brooks, Norwich,
Schr C. P. Stickney, Mathis, Fall River,
Schr L. F. Smith, Crie, Boston, Van Dusen, Lochman
& Co.

& Co. Schr P. A. Saunders, Carroll, Newburyport, do. Schr J. Wilson, Cennelly, Boston, Audeareid, Norton & Co. Schr M. M. Weaver, Weaver, Boston, Powelton Coal CO.
Schr Sallie B. Bateman, Boston, N. Y. and Sch. CoatCo.
Schr J. W. Vanneman, Sharp, Boston, Dovey, Bukley
& Co.
Schr W. M. Wilson, Brown, Boston,
Schr H. Sampson, Blake, Portland,
Schr I. R. Wing, Endicott, Boston,
Schr S. L. Hussell, Smith, Lynn, Wannemacher & Co.
Schr Franklin and Emily, Coiby, Boston, Day, Huddell & Co.

deil & Co.
Schr A. M. Lee, Dukes, Boston,
Schr W., I'ce, Tice, Danversport,
Schr Evergreen, Belloste, Providence, Rommel &
Hunter,
Schr M. R. Carliste, Potter, Providence,
Schr J. H. Bartlett, Hacris, Boston,
Schr H. May, Franklin, Charlestown, W. H. Johns &
Brook schr C. L. Herrick, Baldwin, Dighton, Sinnickson &

Schr C. L. Herrick, Baldwin, Dignton, Sinnickson'& Co.
Schr R. W. Godfrey, Godfrey, Saco,
Schr J. G. Babcock, Fisher, Beston, W. A. English,
Schr M. Roxans, Palmer, Boston, J.G. & G.S. Reppiler,
Schr J. C. Thompson, Vanzant, Boston, Rathbun,
Stearns & Co.
Schr M. E. Simmons, Gandy, Boston, Suffolk Coal Co.
Schr Alabama, Vanglider, E. Cambridge, Preston
Coal Co.

Schr Alabama, Vangilder, E. Cambridge, Freston
Coal Co.
Coal Co.
Schr J. A. Crawford, Buckley, Newburyport, Captain,
Schr E. B. Shaw, Shaw, Salem, Captain,
Schr J. Hay, Hathaway, Wareham, Captain,
Schr Minole Kinnie, Parsons, Washington, D.C. Capt,
St'r G. H. Stout, Ford, Richmond, W. P. Ciyde & Co.
St'r New York, Marshall, Washington, do,
St'r Reverly, Pierce, New York, W. P. Ciyde & Co.4
St'r W. Whildin, Riggans, Baltimore, J. D. Raoff,
St'r R. Willing, Cundiff, Baltimore, A. Groves, Jr.
Tug Thos, Jefferson, Allen, for Baltimore, with a tow
of barges, W. P. Clyde & Co.

ARRIVED SATURDAY.
Ship Kate Danverport, Otts, from Liverpool June
19. with mose, to Peter Wright & Sons.
Schr J. G. Babcock, Fisher, from Boston.
Schr L. F. Smith, Crie, from Boston.
Schr J. W. Vanneman, Sharp, from Boston.
Schr J. W. Vanneman, Sharp, from Boston.
Schr L. B. Wing, Endicott, from Boston.
Schr R. B. Shaw, Shaw, from Boston.
Schr R. H. Shanbon, Diks, from Boston.
Schr R. H. Shanbon, Diks, from Boston.
Schr J. C. Thompson, Vansant, from Boston.
Schr A. M. Lee, Dukes, from Boston.
Schr R. W. Godfrey, Godfrey, from Boston.
Schr R. W. Godfrey, Godfrey, from Boston.
Schr W. M. Wilson, Brown, from Boston.
Schr Salile B. Bateman, from Boston.
Schr Salile B. Bateman, from Boston.
Schr A. H. Bartlett, Harris, from Boston.
Schr J. H. Bartlett, Harris, from Boston. Schr Salile B, Bateman, from Boston,
Schr Alabama, Vangilder, from Boston,
Schr W, P, Phillips, Somers, from Boston,
Schr J, H, Bartlett, Harris, from Boston,
Schr G, L. Russell, Smith, from Boston,
Schr C, W. Jocke, Huntley, from Boston,
Schr C, L. Herrick, Baldwin, from Boston,
Schr C, L. Herrick, Baldwin, from Dighton,
Schr G, Horrick, Baldwin, from Dighton,
Schr G, Horrick, Baldwin, from Bighton,
Schr G, Horrick, Baldwin, from Bighton,
Schr M, E. Coyne, Facemire, from New Bedford,
Schr H, B. Ives, Bowditch, from Sag Harbor,
Schr Evergreen, Belioste, from Bristol,
Schr H, May, Franklin, from Bristol,
Schr H, May, Franklin, from Bristol,
Schr J, C, Henry, Dilks, from Lynn,
Schr J, C, Henry, Dilks, from Lynn,
Schr J, A. Crawford, Buckley, from Braintree,
Schr J, Wilson, Connelly, from Salem,
Schr M, R, Carlisle, Potter, from Fair Haven,
Schr M, R, Carlisle, Potter, from Providence,
Schr M, J, Fisher, Fisher, from Providence,
Schr C, and C, Brooks, Brooks, from Provincetown,
Schr J, Hay, Hathawsy, from Cohassett Narrows,
Schr C, P, Stickney, Mathis, from Fail River,
Schr W, Tice, Tice, from Boxbury,
Steamer Beverly, Pierce, 2 hours from New
York, with mdse, to W, P. Clyde & Co.
Steamer Morfolk, Vance, from Bichmond, with
mdse, to W, P, Clyde & Co.
Steamer Norfolk, Vance, from Bichmond, with
mdse, to W, P, Clyde & Co.
Tug Thos, Jefferson, Allen, from Baltimore, with a
tow of barges to W, P, Clyde & Co.

AMUSEMENTS.

CADEMY OF MUSILC. MONDAY EVENING, AUGUST 5. 30 MONDAY EVENING, A COURT
In consequence of the
UNIVERSALLYEXPRESSED DESIRE
for a continuance in this city of the
WONDERFUL AND EXTRAORDINARY PERFORMANCES
which have during the past week created such an
INTENSE DEGREE OF ENTHUSIASM,
the Management has determined to so far forego
existing arrangements as to announce
ONE NIGHT MORE!
ONE NIGHT MORE!

ONE ONLY, MOST POSITIVELY, GRAND ASIATIC COMBINATION. GRAND ASIATIC COMBINATION. To give cold to the FAREWELL NIGHT OF THE ORIENTALS, DODWORTH'S BAND,

f New York, has been especially engaged to appe CHOICE SELECTION OF THE MOST POPULAR MUSICAL GEAS, Presenting a GRAND CONCERT OF INSTRUMENTAL MUSIC, which would alone be sufficient. Which would alone be sufficient
TO CROWD THE ACADEMY TO ITS UTMOST
CAPACITY.

MANY NEW AND INTERESTING FEATURES,
not before introduced here, will vary the
EXTRAORDINARY PROGRAMME
EXTRAORDINARY PROGRAMME
of the Combined Troupes, among them, for the first
time, an

THE ENTIRE COMBINED TROUPE.

2 ARABIC WEDDING FESTIVAL IN THE
DESERT, WITH NATIVE DANCES AND MUSIC.
NEW AND WONDERFUL FEATS
BY THE JAPANESE.

24 JAPANESE.

30 ARABS

BEST PROGRAMME YET OFFERED.
BEST PROGRAMME YET OFFERED.
Acmission—25, 50, and 75 cents, Beserved seats \$1.
b be bad at Trumpler's Music Store and at the

DEALERS IN BAGS AND BAGGING

Grain, Flour, Salt, Super-Phosphate of Lime, Bone Duat, Salc.

Large and small GUNNY BAGS constantly on hand, 1201 Also, WOOL SACKS.

JOHN T BALLEY.

JAMES CASCADEN.

INSURANCE COMPANIES.

DELAWARE MUTUAL SAFETY INSU-lature of Pennsylvania, 1835. Office, S. E. corner of THIRD and WALNUT Streets

MARINE INSURANCES vessels, cargo, and freight, to all parts of the world.
IN LAND INSURANCES
on goods by river, canal, lake, and tand carriage, to
all parts of the Union.
FIRE INSURANCES on merchandise generally.
On stores, Dweiling Houses, etc

ASSETS OF THE COMPANY. Richard United States & Per Cent Loan, 120,060 United States 6 Per Cent. Loan, 120,000 United states 6 Per Cent. Loan,
200,000 United states 7 S-10 Per Cent.
Loan, Tressury Notes.
125,000 City of Philadelphia 6 Per Cent.
Loan (exempts).
M,000 State of Pennsylvania 8 Per
Cent. Loan.
Cent. Loan.
50,000 State of Pennsylvania 5 Per
Cent. Loan.
Cent. Loan.
20,000 Pennsylvania Rajircad. 181 211,500'00 126,562:50

54,700.00

64,622100

24,250,00

20,750:00

18,000100

\$5,000*06

8,258'25

2,930:08

20,000 Pennsylvania Raliroad, lat Mortgage, Six Per Cent. Bonds.

25,600 Pennsylvania Balirosa, 2d
Mortgage, Siz Per Cent, Bonds
25,000 Western Pennsylvania Raliroad Siz Per Cent, Bonds
(Pennsylvania Balirosa gua-

20,000'00 195,900:00 Market value. \$1,070,280°75 Cost, \$1,030,552°05. \$1,045,050 Par. Real Estate.

Bills receivable for insurances made. 85,000.00 27,687*20 38,923.90

41.540°00 \$1,407,821%

"This being a new enterprise, the Par is assumed as the market value, Thomas C. Hand, ohn C. Davis, Edmund A. Souder, Theophius Paulding, John R. Penrose, Samuel E. Stokes, Henry Sioan, William G. Boulton, Edmund A. Souder,
Theophilus Paulding,
John R. Penrose,
James Traquair,
Henry C. Dailett, Jr.,
James C. Hano,
William G. Boulton,
Edward Darlington,
H. Jones Brooke,
L. Jones Brooke,
L. Jones Brooke,
L. Jones Brooke,
L. Jacob P. Jones,
James C. Hano,
Joseph H. Seal,
George G. Leiper,
Hugh Craig,
John D. Taylor,
Jacob Riegel,
THOMAS
JOHN C. DAVIS, Vice President,
HENRY LYLRUEN, Secretary. John R. Penrose, James Traquair, Henry C. Dallett, Jr., James C. Hano, w Miam C. Ludwig, Joseph H. Seal, George G. Lelper, Hugh Craig, John D. Taylor, Larob Rievol

1829—CHARTER PERPETUAL

Franklin Fire Insurance Co. OF PHILADELPHIA,

OFFICE: NOS. 485 AND 487 CHENNUT STREET. ASSETS OR JANUARY 1, 1867,

\$2,553,14613, Accrued Surplus. INCOME FOR 1868. \$825,000. UNSETTLED CLAIMS, \$27,48118 LOSSES PAID SINCE 1829 OVER

\$5,500,000, Perpetual and Temporary Policies on Liberal Terms DIRECTORS.

George Fales, Alfred Fitter, Francis W. Lewis, M. D. Peter McCall, Thomas Sparks, Tobias Wagner, Samuel Grant George W. Richards Isaac Lea, CHARLES N. BANCKER, President, GEORGE FALES, Vice-President, J. W. MCALLISTER. Secretary pro tem. [31 11231]

TAKE A LIFE POLICY

IN THE

BROOKLYN LIFE INSURANCE COMPANY

OF NEW YORK. OFFICE:

N. L. Cor. SEVENTH and CHESNUT. E. B. COLTON,

GENERAL AGENT. PROVIDENT LIFE AND TRUST COMPANY

PROVIDENT LIFE AND TRUST COMPANY
OF FRILADEIPHIA,
NO. HI SOULD FOURTH Street,
INCOKPORATED SI MONTH 226, 1865.
CAPITAL, \$190,000, PAID IN.
Insurance on Lives, by Yearly Premiums; or by 5,
10 or 20 year Premiums, Aon-sorietime.
Annuties granted on invorable terms.
Term Folicies, Children's Endowments.
This Company, while giving the insured the security
of a paid-up Capital, will divide the entire profits of
the Life business among its poncy holders.
Money's received at interest, and paid on demand.
Authorized by charter to execute Trusts, and to act
as Executor or Administrator, Assignee or Guardian,
and in other fiduciary capacifies, under appointment
of any Court of this Commonwealth, or any person or
persons, or bodies politic or corporate.

SAMUEL R. SHIPLEY.
JUSHUA H. MORKIS,
RICHARD WOOD,
RICHARD CADBURY.
CHARLES F. COFFIN.
SAMUEL R. SHIPLEY.
President.
WM. C. LONGSTRETH,
WM. C. LONGSTRETH,
WM. C. LONGSTRETH,
WM. C. LONGSTRETH, Vice President.
THOMAS WISTAE, M. D., J. B. TOWNSEND.
7371 Redical Examiner. Legal Advisor.

HARE INSURANCE EXCLUSIVELY .- THE PENNSYLVANIA FIRE INSURANCE COM-PANY—Incorporated 1825—Charter Perpetual—No. 110 WALNUT Street, of Joste Independence Square This Company, favorably known to the community This Company, favorably known to the continuous, for over ferty years, continues to insure against loss or damage by fire on Fuelic or Private Ballidings either permanently or for a limited time. Also, or yurniture, 8:66cks of Goods, and Merchandise gene Furnture, Stocks of Goods, and Merchandise generally, on liberal terms.

Their Cubital, together with a large surplus Fund is invested in the most careful manner, which enables them to offer to the insured an undoubted security in the cases of loss.

DIRECTORS.

DIRECTORS.

Daniel Smith. Jr., John Deversux,
Alexander Benson, Thomas Smith,
Isaac Hazzeburst, Heary Lewis,
Thomas Robbins, J. Gillingham Feli,
Daniel Fladdock, Jr.,
BANIEL Smith, Ja., President
William G. Crowell, Secretary.

PHENIX INSURANCE COMPANY OF PHENIX INSUBANCE COMPANY OF PHILADELPHIA.
INCORPORATED 1884—CHARTER PERPETUAL NO. 22 WALNUT Street, opposite the Exchange. In addition to MARINE and INLAND INSURANCE this Company Insures from loss or damage in FIRE for liberal terms on buildings, merchandise, intribute, etc., for limited periods, and permanently on buildings, by det osit of premium.

The Company has been in active operation for more than SIXTY YEARS, during which all losses have been promptly adjusted and paid, periods, and permanently on buildings, during which all losses have been promptly adjusted and paid.

JOHN L. Hodge.

M. B. Mahony.
John T. Lewis,
William'S. Grant,
William'S. Grant,
William'S. Grant,
Robert W. Leaming,
Benjamin Esting.
Thomas H. Powers,
A. B. Echenry,
Edmund Castillon,
Louis C. Norris,

John L. Hodge.

M. B. Mahony,
John T. Lewis,
William S. Grant,
Robert W. Leaming,
D. Clark Wharton,
Esmuel Wilcox,
JOHN WUCKERKER, President,
Secretary. BAMUEL WILCOX, Secretary,

INSURANCE COMPANIES.

INSURANCE COMPANY

NORTH AMERICA. OFFICE, No. 282 WALNUTST., PHILADELPHIA INCORPORATED 1704. CHARTER PERPETUAL

CAPITAL, 8500,000. ASSETS, JANUARY 8, 1867, \$1,768,967-81 INSURER MARINE, INLAND TRANSPOR TATION AND FINE RISKS.

Arthur G. Coffin, Ger Esmuel W. Jones, Fra-Jonn A. Brown, Edv Charres Taylor, Roy Anbrose White, Wil Richard D. Wood, T. C. William Welsh, Alf S. Morris Waln, John Arthur G. Coffin,
Esmuel W. Jones,
John A. Brown,
Charles Taylor,
Ambrose White,
William Weish,
John Mason,
John Mason,
CHARLES PLATT, Secretary,
WILLIAM BUEHLER, Harrisburg, Pa., Centra
Agentior the State of Pennsylvania.

GIRARD FIRE AND MARINE INSURANCE COMPANY. (No. 639)

N. E. COR. CHESNUT AND SEVENTH STS. CAPITAL AND SURPLES OVER \$100,000 INCOME FOR 1866, \$103,034. Losses Paid and Accrued in 1866, 847,000

of which amount not \$3000 remain unpaid at this date \$100,000,000 of property has been successfully maurec by this Company in thirteen years, and Eight Hundred Losses by Fire promptly paid. DIRECTORS,
Thomas Craven
Furman Sheppard
Thomas hinckellar,
John Surplee,
John W. laghorn,
THOMAS CRAVEN,
THOMAS CRAVEN,
President
A. S. GILLETT, Vice-President,
2 22fmw?
JAMES B. ALVORD, Secretary

ENGINES, MACHINERY, ETC.

PENN STEAM ENGINE AND MILEAN BOILER WORKS.—NEAFIE & LEVY. PRACTICAL AND THEORETICAL ENGINERRS. MACHINISTS. BOILER-MAKERS, BLACK-SMITHS, and FOUNDERS, having for many years been in successful operation, and been exclusively engaged in building and repairing Marine and River Engines, high and low-pressure, fron Boilers, Waten Tanks, Propellers, etc. etc., respectfully offer their services to the public as being fully prepared to contract for engines of all sizes, Marine, River, and Stationary; having sets of patterns of different sizes, are prepared to execute orders with quick despatch. Every description of pattern-making made at the shortest notice. High and Low-pressure Fine. Tubular, and Cylinder Boilers, of the best Pennsylvania charcoal tron. Forgings of all sizes and kinds, iron and Brass Castings of all descriptions; Roil Turning, Screw Cutting, and all other work connected with the above business.

Drawings and specifications for all work done at the establishment free of charge, and work guaranteed.

The subscribers have ample wharf-dock room for The subscribers have ample wharf-dock room for

The subsorbers have ample wharf-dock room for repairs of boats, where they can lie in perfect salety and are provided with shears, blocks, falls, etc. for raising heavy or light weights.

JACOB C, NEAFIE, JOHN P, LEVY, 8212

BEACH and PALMER Streets.

J. VAUGHAN MEERICK, WILLIAM H., MERRICK JOHN E. COPR.

OUTHWARK FOUNDRY, FIFTH AND WASHINGTON STREETS, PHILADELPHIA, MERRICK & SONS, ENGINEERS AND MACHINISTS, ananufacture High and Low Fressure Steam Engines for Land, River, and Marine Service. Editers, Gasometers, Tanks, Iron Beats, etc. Castings of all kinds, either iron or brass, Iron Frame Roofs for Gas Works, Workshops, and Raitroad Stations, etc.

Reforts and Gas Machinery, of the latest and most improved construction. improved construction.

Livery description of Plantation Machinery, and Sugar, Saw, and Grist Mills, Vacuum Pans, Open Steam Trains, Defectors, Filters, Pumping Engnes, etc.
Sole Agents for N. Bilieux's Patent Sugar Bolling
Apparatus, Nesmyth's Patent Steam Hammer, and
Aspinwall & Woolsey's Patent Centrifugal Sugar
Draining Machine.

BRIDESBURG MACHINE WORKS

No. 66 N. FRONT STREET,
PHILADELPHIA.
We are prepared to fill orders to any extent for our MACHINERY FOR COTTON AND WOOLLEN MILLS, including all recent improvements in Carding, Spinning, and Weaving.

We invite the attention of manufacturers to our extensive works,

ALFRED JENKS & SON,

FIRE AND BURGLAR PROOF SAFES

C. L. MAISER. MANUFACTURER OF FIRE AND BURGLAR-PROOF

SAFES. LOCKSMITH, BELL-HANGER, AND SEALER IN BUILDING HARDWARE, NO. 484 BACE STREET.

A LARGE ASSORTMENT OF FIRE A LARGE ASSORTMENT And Burgiar-proof SAFES on hand, with inside doors, Dwelling-house Safes, free from dampness.

Prices low.

C. HASSENFORDER,
No. 422 VINE Street.

PROPOSALS.

TMPROVEMENT OF THE DES MOINES
RAPIDS OF THE MISSISSIPPI RIVER.
U. S. ENGINEER'S OFFICE.
DAVENPORT, IOWA, July 24, 1867.
Scaled proposals, in duplicate, will be received at this office until 12 M., WEDNESDAY, September 4, 1867, for excavating the prism and constructing the embankment wall of the Canal for the improvement of the navigation of the Mississippi river at the Des Moines Republic

Rapids.

The Canal is to be about 7½ (seven and one-half) miles long, extending from Nashville to Keokuk, Iowa. The width at the water surface inside the canal to be 300 (three hundred) feet in embankment, and 250 (two hundred and fifty) feet in excavation, and in low water to be 5 (five) feet deep. All the material excavated from the prism of the canal to be used in building the embankment. The latter throughout the greater part of the distance will be about 300 (three hundred) lest from the Iowa shore. Where rock excavation occurs, the bottom of the canal will have a slope of 1) 4 (one and one-balt) inches to the mile. The embankment is to be built of earth clay and rock; to be 10 (ten)

net wide on top, including the rip-rap covering; to be 2 (two) leet above high-water mark, with slopes of 1% (one and one half) base to I (one) vertical. The average inickness of the rip-rap protection to be 2% (two and one-half) feet on the river, side, 2 (two feet on the canal side, and I (one) foot on top.

All propositions roust state the price at which each and every kind of work specified in the proposal is to be done, and no bid will be considered that is not definite in this respect. The Government reserves the right to reject my and all bids.

A printed copy of this advertisement must be attached to each proposal.

Each bid must contain a written or printed guarantee signed by two responsible persons.

Blanks for proposals of the form required, with form of guarantee, will be furnished at

with form of guarantee, will be furnished at this office on application.

The price or prices in the contract will be considered as including the expense of furnishing all the materials and performing all the work, seconding to the plans and specifications exhibited at the letting.

The entire cost of the canal is estimated at \$2,008,315 (two million sixty-eletit thousand three hundred and forty-five). The smoont appropriated by Congress is \$700,000 (seven hundred thousand dollars)—the contract can only be rose to cover this amount.

Fifteen (15) per cent, of the amount of sny work done or materials furnished, at the contract price thereof, will be reserved until the whole work which is the subject of contract shall be cultively completed.

Persons desiring furnish information can

whole work which is the subject of contract shell be cuttrely completed.

Persons desiring further information can obtain the same by calling at this office, where maps, plans, specifications, and form of contract can be consulted.

Proposals must be addressed to the undersigned, and should be endorsed "Proposals for work on the improvement of the Des Moines Fapids."

Lieut-Col. 35th Lannery, 120 4w Byt Major-General U. S. Army, Byt Major General U. S. Army,

GOVERNMENT SALES.

G OVERNMENT SALE OF THE MILITARY OVERNMENT SALE OF THE MILITARY
of Railroad at Brazos Santiago, Texag.—Office
Orief Quartermaster Fifth Military District,
New Oriens, La., July 8, 1867.
Sealed Proposals will be received at this office
until 12 M., August 10, 1867, for the purchase of
all the right, title and interest of the United
States in and to the United States Military
Railroad from Brazos Santiago to White's
Ranche, Texas.
The sale will include the entire track and
sidings, buildings, water stations, turn-tables
bridges, etc., the railroad materials, the supplies
per-sining to the road, together with the rolling
stock, cars, machinery, and other equipment,

tock cars, machinery, and other equipment

stock, cars, machinery, and other equipment, as follows:—

818 miles Raliroad Track.

2 Tern-Tables.

25,000 pounds Raliroad Chairs.

500 Cross Ties.

9,560 pounds Raliroad Iron.

4 Raliroad Frogs and Switch Stands.

1 Locomotive and Tender (named "Wests

8 Flat Cars. 2 Push Cars. l Fush Cars.
5 pounds Car Springs.
1 Crow Feet.
1 Spike Mauls.
1 Track Guage.

Fire Tongs, Railroad Depot Building, Foreman's Quarters.
T Wharf.
pounds American Packing. pounds Jute Packing, feet Rubber Hose. Donglas Pump. Water Casks.

Cistern. Office Desks. Cooking Stove Snackie Bara, Lantern. Signal Lanterns. Grind Stones. Padlocks. Turning Lathe. 5 Spades. 5 Spovels.

3 sets Carpenters' Tools, 2 Water Buckets. 2 Jackscrews and Levers. Pinch Bars. Cold Chisel. Blacksmiths' Hammers Siedge Hammers. Spike Punches, I set Blacksmiths' Tools, Blacksmiths' Tongs,

Vises, Cross-ent Saw.

173 Pick Axes. 24 Pick Axe Handles. 4 Square Brasses. 2 Stuffing Boxes. 1 Brass Faucet.
1 Hose Nozzie.
The sale will not include the title to the land which does not belong to the United States,
This road is about ten miles in length, ani
extends from Brazos Santiago to White's,
Kanche, on the Rio Grande, From this point
connection is made by steamer with Brownsville and Matamoras.
The route is the shortest and best for the im-

mense traffic between the Gulf of Mexico and the interior of Southern Texas and Northern Mexico, and the communication by rail alone can readily be extended to Brownsville.

The road already completed saves thirty miles of difficult and tortuous navigation. The road is five feet gauge, good ties, T rail, and full spiked.

spiked.

The property may be inspected on application to Captain C. H. Hoyt, A. Q. M., Brownsville, Texas, and any information desired may be obtained from that officer, or from the office of the Chief Quartermaster, Fifth Military Disrict, New Oriegns, La.

A condition of the sale will be that transportation shall be furnished for all Government troops and supplies whenever required, at rates not to exceed those paid by the United States to other railroad companies in the Fifth Millary District. tary District.

The terms of payment accepted will be those considered the most favorable to the Govern-

Ten per cent, cash, in Government funds, to be paid on acceptance of proposal.

The Government reserves the right to reject any or all proposals.

Proposals should be indorsed "Proposals for the purchase of Brazos Santiago and Rio Grande Railroad," and addressed "Brev. Lient.-Col. A. J. McGonnigle, A. Q. M. U. S. Army, office Chief Quartermaster, Fifth Military District,

New Orleans, La." Brev. Lieut.-Col. and A. Q. M. U. S. Army, 7 17 18t In charge of office.

ARGE SALE OF PUBLIC PROPERTY OFFICE OF ARMY CLOTHING AND EQUIPAGE, No. 29 BROADWAY, NEW YORE, July 17, 1867. Will be sold at Fublic Auction at the Depote Army Clothing and Equipage, No. 400 WASH INGTON Street, New York city, on TUESDAY the 6th day of August next, commencing atl

the following articles of Army Clothing an Equipage:—
16,000 Uniform Coats,
34,000 Uniform Jackets,
7,775 Veteran Res. Corps Jackets, 19,000 Knit Drawers, 128,000 Knit Shirts, 40,000 Great Coats (Footmen's).

30,000 Great Coats (Horsemen's). 150,000 Woollen Blankets. 30,000 Rubber Blankets. 10,000 Rubber Ponchas. 190,000 Lined Sack Coats. 100,000 Unlined Sack Coats. 100,000 Forage Caps. 89,000 pairs Bootes, M. S. 3,900 pairs Boots, M. S. 15,000 Brogans. 130,000 Leather Neck Stocks.

45,000 Hat Feathers. 100,000 Knapsacks (Regulation), 11,000 Mann s Patent Knapsacks, 50,000 Haversacks (Regulation).
7,500 Haversacks (Enamelled).
21,000 pairs Trowsers, Horsemen's.
15,000 pairs Trowsers, Footmen's.
2,807 pairs Leggings.
434 Hussar Jackets.

1,600 Straw Hats.
2,173 Dark Bine Trowsers.
2,151 Buckles for Trowsers.
54 yards Bark Bine Cloth.
419 yards Bine Flannel.
1,392 yards Green Merino. 129 yards Black Wigans. 799 yards Black Alpaca. 443 yards Brown Hollands.

Also, a quantity of various articles of irregu-ar Clothing and Equipage. Samples of all can be seen at the depot within ten days of sale and catalogues had.

Terms—Cash in Government funds; ten per cent, down and the balance before the goods are taken from the depot, which must be within five days after the sale, under forfeiture of purchase and the ten per cent. deposited.

Evt. Major-General D. H. VINTON,

7 20 151 Asst. Qr.-Master Gen'l U. S. A.

CALE OF GOVERNMENT VESSEL DEPUTY QUARTERMASTER-GEN.'S OFFICE, BALTIMORE, Md., July 27, 1867, Proposals are invited, and will be received by
the undersigned, at this office, until 12 o'clock
noon, August 15, 1867, for the purchase at private saie of the side-wheel steamer COSMOPOLITAN, belonging to the United States, and
now lying at Fardy's Wharf, South Baltimore.
7 81 181 STEWART VAN VLIET,
Deputy Quartermaster General U. S. A.

CHARLES RUMPP. PORTE-MONNAIE, POCKET-BOOK, AND SATCHEL MANUPACTURER,

NO. 47 NORTH SIXTH STREET. Below Arch, Philadelphia. Porte Monnates, Pocket-Books, Satchels, Work Boxes, Bankers Cases, Portfolion, Dressing Cases, Cigar Cases, Money Belts, WHOLESALE AND RETAIL [7 tot#

CEORCE PLOWMAN,

CARPENTER AND BUILDED And No. 141 DOCK Street Machine Work and Millwrighting promptly